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PART III. -- SUPPLEMENTARY TRAVELS AND PREPARATION OF REPORT.

Chapter 1. Peiping and Tsingtao.

Peiping was quiet and well-ordered, and very fine as to weather. As an Army Transport was expected later that month, the city was overrun by the usual number of our Army people, on leave from Manila, preparatory to sailing for home. Colonel Taylor of the 15th Infantry was also in town on leave, and Commander C. McCauley had arrived as Naval Attache. The Minister, Colonel Drysdale, and Captain Maher, had returned from Shanghai.

The Commission immediately put itself to the problem of drafting an outline for its Report, and the experts commenced the preparation of their studies. Besides, the choice of a spot for writing the Final Report, was seriously considered. The Commission had in mind a place where there would be quiet and comfort an escape from the heat of summer, adequate facilities for offices, and reasonable proximity to the archives of the legations in Peiping. The Chinese had strongly recommended Peitaiho Beach, and the Commission, especially after its visit there, rather favored this selection. The Japanese, however, strongly objected, on the ground that Peitaiho was very much under the influence of the Young Marshal, and that it would be in the exact path of the invading armies, should the Young Marshal attempt to recapture Manchuria by way of Shanhaikwan during the summer. It was suspected by some that the Japanese themselves were contemplating operations in the Tientsin area and that this was the real reason for their objection.

The Japanese had recommended Tsingtao, the former German concession on the southern coast of the Shantung Peninsula, as well as Hoshigaura, near Dairen. The latter had been considered unsuitable, but the Commission felt obliged to investigate the situation at Tsingtao. Accordingly, a small group, consisting of Lord Lytton, Count Aldrovandi, and Dr. Schnee, and accompanied by Mr. Charrere and myself, started for Tsingtao on June 8. We arrived in Tsinan the following morning and then proceeded down the Shantung Peninsula, in terrific heat, over the fine German-constructed Kiaochow-Tsinan Railway.

On its arrival in Tsingtao that evening, the party was greeted by Mayor Shen Hung-lieh, who is also an active Admiral in the Chinese Navy. He was a cheerful sort, rather untidy in appearance, but seemed to have considerable ability. Tsingtao had a large Japanese community, as a result of the Japanese occupation during and after the World War, and there had been occasional difficulty from anti-Japanese riots and demonstrations. The Admiral had appeared to be the only one able to handle the task of Mayor, under the existing conditions, and so he had been appointed by the Nationalist Government, with the approval of General Han Fuchu, the military governor of Shantung.

Tsingtao still showed clearly the signs of its thorough development by the Germans. Most of its buildings are in Western, rather than Chinese style, with stucco walls and red roofs predominating. It is not a beautiful city, but has a certain charm and cleanliness and covers a considerable area, both on the shore facing the Yellow Sea and along the edge of the large Kiaochow Bay.

On the coast side, it had been well fortified by the Germans; and on the land side, rugged mountains, on the east, spring directly from the sea and run parallel to the eastern shore of the Bay, leaving, for defense, a relatively narrow strip, with secure flanks. It was remembered that the Japanese, in capturing Tsingtao, had attacked by land, from the north, and met considerable resistance from a very inferior force. All German fortifications have, as far as known, been dismantled.

The harbor of Tsingtao, while possibly the best in North China, was badly in need of improvement, being satisfactory for small vessels but not so for larger ones. Plans for systematic improvement existed but had not been consistently followed since the Chinese had resumed control, and therefore silt had gradually filled the channel. With its fine beaches, Tsingtao is a popular summer resort, and a favorite port of call of war vessels of foreign fleets; and, during our visit, Admiral Taylor arrived from Shanghai aboard the "Houston."



Before returning to Peiping, the party visited Tai-Shan, the "Sacred Mountain," south of Tsinan. The ascent, which had been arranged through General Han Fu-chu, was made on June 11. From the summit, which had been visited by Chinese Emperors, soldiers, and pilgrims for centuries, a rare view was commanded. That portion of Shantung is mountainous, with broad valleys, shallow, meandering river and arid soil. No effort was made to interview Marshal Fong Yu-hsiang, although this had been suggested; and the latter later announced that he had refused to receive the Commission.

Upon the return of the party from Tsingtao, the Commission as a whole decided that the only practicable place for writing the Report was Peiping itself.

During the Commission's stay in Peiping, it took the opportunity of hearing the Chinese version of the Incident of September 18, as explained by General Wang I-cheh of the 7th Brigade, who had been in command of North Barracks, as well as his Chief of Staff, Regimental Commanders, and other subordinates. Two interviews were held with them, the records of which appear in Annex A, #A-27. On the whole, the Chinese officers made a very poor impression, both as to mentality and spirit and the contrast between them and the high class of Japanese officer with whom we had been in contact, was very marked.

Pursuant to its basic plan of procedure, the Commission, upon its return from Manchuria, took steps towards renewing its contacts with the Governments of China and Japan. A trip to Nanking became unnecessary because the Nationalist leaders themselves agreed to travel to Peiping. General Chiang Kai-shek was at that time in Kiukiang, en route to Hankow where he was to assume personal direction of anti-communist campaigns. The other leading men of the Government, however, came north headed by Mr. Wang Ching-wei. Pertinent extracts of the Commission's conversation with these gentlemen appear in Annex A, #A-28. The most interesting feature of the information received was their frank admission that the Nationalist Government was doing all in its power, both as to money and arms, to assist the Chinese regular and "Volunteer" forces fighting in Manchuria.

Chapter 2. Second visit to Japan.

The next step for the Commission was to revisit Japan. Its departure was considerably delayed due to the fact that no Foreign Minister had yet been appointed in the new Saito Cabinet, although it was generally known that Count Uchida had been selected. He had been busy winding up his affairs as President of the South Manchuria Railway, as well as conferring at great length with General Honjo and others in control in Manchuria. When the date of his probable appointment became known, the Commission arranged its trip so as to arrive immediately thereafter.

The day before our departure, the U.S. Army Transport "Republic" arrived off Taku Bar, below Tientsin, from Manila. Army transports generally dock at Chinwangtao, but there is no lightering service there and the draft of the "Republic" is too great to allow her to come in to the pier. Among those arriving was Colonel R. J. Burt, as now commanding officer of the 15th Infantry.

On the night of June 28, the Commission left Peiping for Japan, by rail, by way of Mukden and Korea. This route had been selected principally because the Commission felt it would be useful to get an impression of the Japanese administration in Korea. The party consisted of all of the Commissioners, and certain of the experts and members of the Secretariat. However, the main group of experts remained in Peiping, to continue the preparation of their studies. As usual, the Young Marshal was at the station to see us off.

In Shanhaikwan, General Ho Chou-kuo again took us to the Wall. Shanhaikwan was still the meeting place of Chinese and Japanese forces, the latter being now both from the Tientsin command and from the Kwantung Army. We had received information from neutral sources of the existence of Chinese trenches, outside of the Wall but within the boundary of Hopei Province; but we saw none of these, either from the train or from the top of the Wall.

At about 8 o'clock, we changed trains and reentered Manchuria. For the first hour of the trip, practically the entire railroad was lined at intervals of several hundred yards by armed peasants, not in uniform, and carrying long, hammer-lock rifles, mostly with plugged muzzles. It seemed probable that these



weapons had been but recently issued, and most of the men appeared unfamiliar with their use. Mounted and dismounted "Manchukuo" soldiers and police, of disreputable appearance, were seen at all stations, and, at some, White Russian guards, similarly uniformed, armed, and equipped.

At each station, Japanese barricades and fortifications were seen, in greater strength than on our previous journeys on this railroad. Generally, there was a high wire entanglement, either single or double, and often very recently constructed, about the entire station, with the exception of the railway side. The blocking of the station platforms was provided for by means of moveable barbed-wire barricades, which were placed along the wall of the station and could be easily and rapidly swung into position. As before, sandbags were used in great abundance, both on the ground and on the roofs of stations and billets. At many stations, there were low machine gun emplacements, built with sandbags and heavy timbers and scarcely raised above the ground. These usually had overhead protection, constructed of timbers and covered with earth. As a rule, billets were more heavily fortified than stations, many of the former being, in fact, small forts. An all-round field of fire was generally sought and was always obtained in the direction of the mountains, from which "Volunteer" attacks were apt to come.

River crossings en route were fortified with machine gun emplacements or "pill boxes," usually, in this region, made of timbers and sandbags. Japanese soldiers were always seen in the vicinity of these emplacements, though occasionally it was noticed that they were attempting to conceal themselves. In several towns between Chinchow and Mukden, stone-work towers of modern construction, with loopholes for rifles and machine guns, were observed on the corners of the town walls. Some of these towers may have been built by the Chinese before the Incident, although, in Tahushan, one tower was seen in actual construction. The workmen were Chinese, or, rather, "Manchukuo," and no Japanese were in evidence.

We saw several small armored-trains and sometimes individual armored railway cars. Some of these cars had loopholes for rifles and machine guns, and others carried light cannon, similar in caliber to our one-pounder, and mounted on revolving turrets. One flat-car carried a large searchlight, roughly protected

and held in place with sandbags. Each armored train had a repair car as part of its regular equipment.

Sometime after dark, we arrived in Mukden. The usual sights of Japanese soldiers, although not in great numbers, and Railway Zone Police, were seen in the streets of the Japanese Municipality. Major General Hashimoto and Major Fujimoto met us at the station. General Honjo was in Harbin, giving personal attention to the operations then in progress in North Manchuria.

About noon the following day, June 30, we left Mukden for Antung, on a train of the South Manchuria Railway. The route was that which Kuroki had used in the Russo-Japanese War, though of course he had traveled in the opposite direction, building his railroad as he advanced. The country became hilly and green -- by far the most beautiful we had seen in Manchuria. The farms were neat and fresh looking, the soil rather rocky, and the hills at first terraced and cultivated and later quite heavily wooded.

Japanese fortifications on this line, as on all parts of the South Manchuria Railway, were naturally of a more permanent character, since the Japanese had kept Railway Guards here ever since the Russo-Japanese War. While stations were generally protected by sandbags, timbers, and wire entanglements, permanent barracks of brick or stone construction, and well fortified, were often seen nearby. Bridges and tunnels, both of which were frequent, since the country was quite rugged, were protected, on either end, by concrete or stone circular blockhouses. Japanese soldiers, and Railway Zone Police, were seen at each station, but "Manchukuo" police or troops were very scarce. At a small station called Chumuchuan, we stopped for about a half an hour and heard the story of an attack made upon this station on December 18, 1931, by about 80 bandits. The station master had been killed and several others wounded, but the bandits had retreated upon the arrival of Railway Guards.



In the evening, we arrived in Antung, on the Yalu. From a high point above the city, we commanded a view up and down stream, and Colonel Watari and Captain Kubota pointed out the place where the Japanese had crossed the river, both during the Sino-Japanese and Russo-Japanese Wars. Opposite us lay Korea, looking extremely mountainous and heavily wooded. We crossed the river and entered Korea that night.

The following morning, we arrived in Seoul, called "Keijo" by the Japanese, the seat of the "Government General for Korea." This city has a most picturesque location, almost completely surrounded by superb mountains, the Han River blocking what opening the mountains leave. At the station we were met by representatives of the Governor General and by Major General Kodama, the Chief of Staff of the Japanese Garrison in Korea, a son of General Kodama of the Russo-Japanese War. He was quite young in appearance, very neat and handsome, and had distinctly Western features. Japanese soldiers were not much in evidence in Seoul. The Army headquarters and barracks were outside of the city, and Japanese police and a few gendarmes seemed to be in charge in the city. Many of the police were mounted on large, fine-looking horses.

In the morning, we called on the Governor General, General Ugaki, a retired Army officer and former Minister of War. He was a heavy, solid man, apparently able and a very strong character. It was said that he was actively involved in politics, and might some day be Premier. At dinner at the Governor General's residence in the evening, we met Lieutenant General Kawashima, commanding the Japanese Garrison. He had but recently arrived, succeeding General Hayashi, who had been prominently mentioned as Minister of War when a successor for General Araki in the new Cabinet was being considered. General Kawashima seemed quite old. He was very quiet and had a kindly and philosophical expression. The following morning, when we left for Fusan, both he and General Kodama were at the station to see us off.

The route lay through lovely pastoral country, intensely cultivated. The usual crop was rice, in the growing of which, by the paddy system, the Korean farmer is an acknowledged artist. In fact, his superiority to the Northern Chinese in this respect was one of the reasons why he had been so oppressed by Chinese in Manchuria. The people wore white clothes and seemed fairly clean, and their towns and farms were comparatively neat. The crowds of natives who viewed us in Seoul and en route to Fusan were curious, but orderly. No troops of any sort were seen along the railroad, the stations being guarded only by police.

In the portions of Korea which we saw, perfect peace and order existed, although it was said that in the less settled districts there was frequent trouble. The Japanese seemed to be giving a conscientious administration, but they were probably not encouraging development in self-government to any great extent, the administration being wholly Japanese, down as far as the heads of prefectures. Over a course of centuries, the Koreans seem almost entirely to have lost their spirit, and they probably endure Japanese administration, rather than appreciate it. Officials themselves admitted that, while there was peace and a measure of prosperity in Korea, there was little real loyalty among the people.

At dusk, we arrived at Fusan, the leading port of southern Korea, with a fine natural, although not large, harbor. After dinner, we sailed for Japan aboard a ferry, the "Shokei Maru," and the following morning, July 3, arrived in Shimonoseki, at the western end of the Inland Sea.

The party soon boarded a train and left for Tokyo. The country through which we passed was considerably like Korea, with many farms and rice paddies, but the houses were entirely different and the people distinctly showed the higher standard of living which makes them unable to compete agriculturally with Koreans and Chinese, and therefore has made colonization of Manchuria by Japanese impracticable. There were generally a few gendarmes at each station, but, otherwise, the Army was not in evidence.

Prior to our arrival in Tokyo, the Chairman became ill, and, from that moment until the completion of our work, he suffered frequently. Several times, it appeared as if he would be unable to continue, but his dogged determination carried him through; and, except for several short periods, he was able to retain control



and do invaluable work. During the few periods of his complete prostration, Count Aldrovandi acted as Chairman.

The Commission arrived in Tokyo on the morning of July 4. Among those who met us at the station were General Koiso and Colonel McIlroy. Mr. Grew, the new Ambassador, had arrived, and, about noon, we accompanied him and Colonel McIlroy to several American gatherings, where we did honor to the day. Late that afternoon we saw most of the members of the American community, as well as many others, at a large reception at the Embassy.

On the day of our arrival, the military members of the party paid their respects at the Palace of Prince Kanin. Two days later, the Commission as a whole called on the Premier, Admiral Saito. The Admiral is an elderly retired Naval officer, who had preceded General Ugaki as Governor General of Korea, in which capacity he had made a marked success. To us he appeared a venerable and sound statesman, without any particular spark or force. He speaks English well and had been, many years ago, on duty in Washington as Assistant Naval Attache.

As Count Uchida's appointment had been delayed, it was not possible to interview him for over a week. However, this period, as well as the days which followed, were filled with a variety of other activities. Chief among these were two short but delightful trips to the Hakone District and Nikko, two beauty spots of Japan. Also, there was considerable entertainment. Prince and Princess Chichibu entertained our entire party at dinner, and Prince Kanin honored both General Claudel and General McCoy at separate luncheons. The luncheon for General McCoy was a particularly friendly gesture, as the guests were all men who had been associated with the General in the relief work at the time of the Great Earthquake in 1923. Count and Countess Uchida gave a dinner for the Commission and had present the Premier, the War and Navy Ministers, and high officials of the Foreign Office and Imperial Household. The Minister of Navy, Admiral Okada, who has since been succeeded by Admiral Osumi, made a rather negative impression. As for private entertainment, a luncheon for General McCoy by Colonel McIlroy was particularly pleasant, and gave us an opportunity to meet Colonel Tanaka, who had just returned from service as a regimental commander in the 14th Division at Shanghai and in Manchuria, and was about to sail for America for duty as Military Attache.

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There was a variety of other events. We spent several hours one morning at the headquarters of the Metropolitan Police, where was given an exhibition of Japanese fencing and jiu-jitsu, which, for the Army, Navy, and police forces, are the principal means of developing speed and aggressiveness and maintaining physical fitness. On another afternoon, General McCoy visited Yokohama as guest of the Mayor, was shown the extensive reconstruction work accomplished there, and was again made to feel a warmth of appreciation of American help in a great emergency. Through the courtesy of the military authorities, and the interest of Colonel Watari, I was, myself, able to spend an entire day at the Japanese Cavalry School at Narashino, outside of Tokyo.

An interview was held with General Araki on July 9, several days before the Foreign Office conversations began. He had lost much of the debonair manner and free speech of our earlier acquaintance, and, in other ways, there was a marked change in his manner. The Commission got the impression that the responsibilities of his position had weighed heavily on him. As for his statements, they contained nothing particularly new, but the record appears in full in Annex A, #A-29.

During this period, the Commission was able to consider the internal political situation in Japan. The conservative element was still hoping for a change in the fanatical politics of those at the helm, but not expecting it at any time in the near future. Not long before, the Lower House of the Diet had passed a resolution demanding immediate recognition of "Manchukuo" -- a resolution very embarrassing to the new Cabinet, which was a compromise affair, without great strength. It seemed likely that the Government would either have to recognize "Manchukuo" or fall. The Commission's feeling, of course, was that, for Japan to recognize this new regime before the Report had been considered, would be a marked discourtesy, not only to the Commission but to the members of the League, particularly since Japan had herself made the proposal which had resulted in the Resolution of December 10 (1931), providing for the inquiry. As days went on, however, it grew more and more evident that Japan was not to be moved from her intent, and the Commission's two interviews with the Foreign Minister, which finally were held on July 12 and 14, were convincing in this regard. Because of their special interest,



although they do not concern strictly military matters, the records are reproduced in full, in Annex A: #A-30.

It was apparent, then, that nothing could be gained by remaining in Japan, and accordingly, arrangements were made to return to Peiping. On the night of July 16, we left for Kobe, with General Koiso and Colonel McIlroy among those who saw us off.

The following morning, until sailing time, was spent in Kobe, where the Army was engaging in a simulated air attack and defense of the city. Most of the many airplanes, flying in formation overhead, were bi-planes of medium size. There were also a number of heavier, high-wing monoplanes. The activities in the air were well matched by the actions of the ground troops. In Okura Park, the firing of antiaircraft guns was being simulated at frequent intervals, although we did not see the guns themselves. However, there were many soldiers about; and on a point overlooking the city and just below a monument erected in the memory of the man after whom the Park is named, we came upon a great sound-locating device, in operation. It appeared to be an up-to-date affair, with four large "ears," and was handled by a small detachment of soldiers who were engaged in following a low-flying plane. We saw no searchlights, but no doubt there were some in the neighborhood. A prominent industrialist of Kobe, who was accompanying us, said: "They" (referring to the Army) "are always doing these foolish things," showing that at least some Japanese civilians feel the same slight contempt and amusement concerning the Army, during times of peace, as do many of our people. However, certainly the great mass of Japanese have a real respect, even worship, for the Army.

We sailed about noon, on the N. Y. K. Liner "Chichibu Maru," which had agreed to take us to Tsingtao instead of Shanghai, its normal destination. The entire day was spent in the Inland Sea, which contains several fortified areas.

We arrived off Tsingtao about noon on July 19. As we sailed up the channel, between the several guarding islands, we saw numbers of war craft, both foreign and Chinese. In the inner harbor were some ships of our Asiatic fleet, including the "Houston;" and a French cruiser was also there. The "Chichibu Maru" was too large to come to a pier, and so we were brought ashore on a tug and greeted by Admiral Shen Hung-lich, the Mayor, as well as by the Chinese Assessor and Colonel

Chang, Captain Tehong, and others of his staff. Later, Admiral Shen entertained for us at a luncheon at the official residence of the former German Governor. In the afternoon, General McCoy saw Admiral Taylor and Captain F. J. Fletcher of the "Houston," and Commander P. T. Wright, commanding the "Canopus."

That afternoon we boarded our familiar train and started for Peiping. Tsingtao had been strangely free of soldiers, although of course there had been the usual extraordinary number of police. At Kiaochow, the first station beyond Tsingtao, Chinese sailors, instead of soldiers, were on guard. Thereafter, throughout Shantung, the usual disreputable-looking sort of Chinese soldiers guarded each station. However, as we crossed the border between Shantung and Hopei, Major Chang Wei-pin met the train with the fine-looking picked detachment of train guards provided by the Young Marshal -- a marked contrast. Even the average soldier of the Young Marshal's Army appeared to be slightly superior to the ordinary soldier of Shantung Province. That evening, we arrived in Peiping, where we were to remain for the next six weeks. At Tsinan, in the morning, Lord Lytton and General Claudel had left the party and continued by air, in one of Marshal Chang's fine tri-motored Ford airplanes.



Chapter 3. Final Stay in Peiping

During this final stay in Peiping, the Commission, of course, devoted itself to the problem of preparing its Final Report. It had decided to accomplish this task carefully and thoroughly but at the same time as rapidly as possible, because of the speed with which events were moving in the Far East and the necessity of providing early information to the Council of the League of Nations.

In fact, the advisability of the immediate preparation and submission of an interim report, to deal only with the subjects of the Incident of September 18 and the establishment of "Manchukuo", was seriously considered, as a possible means of preventing early Japanese recognition of the new government; but it was decided that such a step might have the opposite effect. To pass judgment on these two points alone, without the context of the entire Report, could not have been done without irritation, and the effect might have been to destroy what little opportunity there was left for reaching a conciliation. While there was no wish to avoid truths, the Commission felt then, and throughout its work, that its mission was that of finding a way to peace, and that, therefore, indictments should be avoided as far as possible.

These two subjects, the Incident of September 18, and the establishment of "Manchukuo", were, of course, the most important which the Commission had to consider, and they were the ones on which it had the most difficulty in reaching agreement. While general impressions had been clear, some details were controversial, and the task of expressing convictions in language satisfactory to all, was not easy. It had been impossible to determine the exact course of these events, and the precise responsibility of particular Japanese military, or other official, elements, for their occurrence. However, it had been unquestionable that all Japanese Army ranks in Manchuria had considered a clash there imminent and inevitable, and it had seemed probable that the alleged explosion, whatever its nature, had been willingly taken as a pretext, if not as a signal, to put into effect carefully laid plans. It had seemed quite likely, on the other hand, that the exact nature of this pretext or signal, and the day and hour of its occurrence, had not been generally known in the Kwantung Army, even among senior officers, but that, instead, a small, extreme group -- in all probability the political service

group -- had taken matters in hand, very likely with a more definite understanding with the General Staff in Tokyo than with Kwantung Army Headquarters. The Japanese charge of Chinese responsibility for the alleged explosion of the railway had appeared utterly unfounded, no reasonably sane motive for such an act being conceivable. In the establishment of the new government, the same political group, with the same backing and understanding, had seemed unquestionably to have played the leading part. Of course, however, whatever the particular activities of various military elements may have been, it was impossible to absolve the Japanese Army from a large degree of basic responsibility for both occurrences. In the end, conflicting considerations, and standpoints of idealism and realism, were successfully reconciled and general conclusions reached.

In connection with the actual writing of the Report, a drafting committee was formed soon after our return to Peiping. This committee took the various studies of the experts, and either prepared them for incorporation into the Report as separate chapters, or extracted from them the material which was desired. The Chairman did much of this work himself, and was greatly assisted by Dr. Blakeslee. Drafts were circulated, considered, and revised daily and Commission meetings were held frequently, in the German Hospital. in the Legation Quarter, where the Chairman was a patient. At the same time, a map office was established and drawings prepared -- a work carried on in close cooperation with experts and drafting committee.

During the period of our stay in Peiping, the most important military development concerned the reported impending Japanese invasion of Jehol. Ever since its establishment, the state of "Manchukuo" had claimed the Province of Jehol as a part of the new nation. This claim, of course, originated from Japanese sources, and on our last visit to Japan the Foreign Minister had assured us that Japan considered Jehol to be a part of "Manchukuo."

Japan's immediate interest in controlling Jehol seemed related to her efforts to establish peace and order in Manchuria. It was well-known that personnel, arms, and money for Chinese regular and irregular forces were entering Manchuria through Jehol. As long as Jehol remained Chinese, this traffic, and the resultant disturbances, would continue, whereas, with Jehol under Japanese control,



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the passes leading from China could be blocked and the infiltration largely stopped. But beyond this were probably economic interests, based principally on mineral wealth, as well as vital strategic considerations, envisaging a line of defense for the Empire from possible encroachment from the west. From the latter conception to the possibility of the establishment, under the former Emperor, of a vast domain of North China, including Manchuria, parts of Inner and Outer Mongolia, and the Peiping-Tientsin area, was a short step, and stories in support of this eventuality, and in expectation of a Japanese occupation, were already current. The existing unrest and bad feeling were being intensified by the untactful behavior of the Japanese Legation Guard, which was holding frequent and realistic exercises and maneuvers, both at day and at night, in various parts of the city.

The position of General Tang Yu-lin, the Governor of Jehol, was somewhat in doubt at this time. Entrenched in his domain, where he enjoyed a lucrative profit from a flourishing opium industry, he seemed, so far, to have resisted, successfully, the advances and offers to join the new state which had no doubt been made to him. Towards China proper, through the Young Marshal, he appeared to feel no strong allegiance or loyalty, but, up to this time, popular nationalist clamor, inspired by Japanese encroachment, had had an undoubted influence.

It was generally believed, of course, that the Japanese would seize upon some pretext before commencing operations in Jehol. At about this time, this pretext seemed to have been presented by the capture, by soldiers of General Tang Yu-lin, of a certain Ishimoto, connected in some way with the Japanese Army. Threatening movements by Japanese troops were reported; and on the other hand it was known that the Young Marshal had dispatched strong reinforcements to support the troops of Governor Tang.

To finance his preparations for resistance, the Young Marshal requested and received financial assistance from the Nationalist Government. While he was in Peiping, his handling of these funds received severe criticism, and resulted in his being censured by Nanking and having to turn over his authority to a commission of Northern generals, who had assembled in Peiping to consider ways

and means to meet the emergency. This was a typically Chinese solution of the problem and seemed to make for greater, rather than less, confusion. The Young Marshal's personal position became very precarious and it was rumored that he had made plans to leave, on a moment's notice, by airplane. However, he stayed on and assisted in the period of transition; and he seems to be still the controlling figure in North China.

Reports from Manchuria during this period indicated that the Japanese Army, as had been expected, was facing the most serious phase of its efforts to establish peace and order in North Manchuria. Attacks by "Volunteers" and bandits were occurring in South Manchuria, also, and Japanese garrisons in Mukden and Yinkow were several times reported in danger. The Army successfully "weathered the storm," and since then has methodically pursued its program and consolidated its position.

As August wore on, the Commission began to make plans for its departure. Certain members of the party wished to travel over the Trans-Siberian Railway, and others by way of the Suez Canal. The former route was, of course, normally the more rapid, but excessive floods and bandit disturbances in North Manchuria had interrupted traffic on the Chinese Eastern Railway, and so made travel by air or by boat, between breaks in the railroad necessary. General McCoy first planned to return through Russia, having never been over that route, and because of the interest of visiting Russia at this particular time. Furthermore, no difficulty had been met in obtaining authority for the travel. However, he later decided to accompany Lord Lytton by steamer, and, therefore, only General Claudel, Dr. Schnee, and Major Jouvet arranged to travel over the Trans-Siberian Railway. The main group planned to sail from Shanghai on September 5.

As that date approached, time seemed very short. During the last ten days, the Commission met several times a day and often at night, and the final meeting did not terminate until midnight of September 3. The Secretariat continued the work throughout the night, and, the following morning, the Commission assembled in the hospital where the meetings had been held and signed the Report.

Immediately thereafter, the group sailing from Shanghai drove to the Young Marshal's airport, over roads entirely lined with cavalry soldiers, who



invited particular notice because of their very erect posture and correct manner of holding the reins -- the only evidence of instruction or interest in horsemanship noted in Chinese or "Manchukuo" mounted troops during our stay in the Far East. At the airport itself, an infantry battalion, of excellent appearance, was drawn up as an escort.

The Young Marshal, and the many others who were there, bade us farewell, and we presently entered his fine Ford plane and took off for Shanghai, with an American pilot. The trip, which was made without stop and required about six hours, was over intensely cultivated land, except in the region of Tai-Shan. Individual fields or plots were very small, and, in Kiangsu Province, there were many lakes and canals, and much of the country appeared to be flooded.

We landed at Shanghai about 4:30 o'clock and were greeted by General Wu, the Mayor, General Won, the Police Commissioner, and others. There had just been a renewed outbreak of anti-Japanese feeling here, and the following morning we were interested to see a Japanese cruiser arriving, at about the same moment when we ourselves boarded the Italian steamer "Gange," of the Lloyd-Triestino Line, and sailed for Venice.